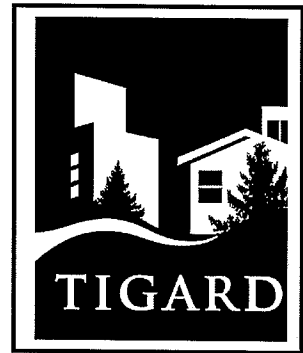


**TIGARD CITY COUNCIL
WORKSHOP MEETING
June 20, 2006
6:30 p.m. – Workshop Meeting
TIGARD CITY HALL
13125 SW HALL BLVD
TIGARD, OR 97223**



PUBLIC NOTICE:

Upon request, the City will endeavor to arrange for the following services:

- Qualified sign language interpreters for persons with speech or hearing impairments; and
- Qualified bilingual interpreters.

Since these services must be scheduled with outside service providers, it is important to allow as much lead time as possible. Please notify the City of your need by 5:00 p.m. on the Thursday preceding the meeting by calling: 503-639-4171, ext. 2410 (voice) or 503-684-2772 (TDD - Telecommunications Devices for the Deaf).

SEE ATTACHED AGENDA

A G E N D A
TIGARD CITY COUNCIL WORKSHOP MEETING
JUNE 20, 2006

6:30 PM

1. WORKSHOP MEETING
 - 1.1 Call to Order – Tigard City Council
 - 1.2 Roll Call
 - 1.3 Pledge of Allegiance
 - 1.4 Council Communications & Liaison Reports
 - 1.5 Call to Council and Staff for Non-Agenda Items

2. DISCUSS CITY OF BULL MOUNTAIN INCORPORATION STATUS
 - Staff Report: Administration Department

3. RECEIVE COMMUNITY ATTITUDE SURVEY RESULTS
 - Staff Report: Community Development Department

4. REVIEW THE PROPOSED DOWNTOWN IMPLEMENTATION STRATEGY
 - Staff Report: Community Development Department

5. RECEIVE INFORMATION ON THE METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) PROPOSALS
 - ♦ Staff Report: Community Development Department

6. COUNCIL LIAISON REPORTS

7. NON AGENDA ITEMS

8. EXECUTIVE SESSION: The Tigard City Council may go into Executive Session. If an Executive Session is called to order, the appropriate ORS citation will be announced identifying the applicable statute. All discussions are confidential and those present may disclose nothing from the Session. Representatives of the news media are allowed to attend Executive Sessions, as provided by ORS 192.660(4), but must not disclose any information discussed. No Executive Session may be held for the purpose of taking any final action or making any final decision. Executive Sessions are closed to the public.

9. ADJOURNMENT

i:\adm\cathy\cca\2006\060620.doc

Agenda Item No. 2
For Agenda of June 20, 2006

June 20, 2006 City Council Packet Information for

Agenda Item No. 2

– Discuss City of Bull Mountain Incorporation Status –

will be distributed with the June 16, 2006, City Council Newsletter

Agenda Item #
Meeting Date

3
June 20, 2006

COUNCIL AGENDA ITEM SUMMARY

City Of Tigard, Oregon

Issue/Agenda Title Community Attitudes Survey Results - Riley Research Associates

Prepared By: Beth St. Amand Dept Head Okay TC City Mgr Okay cl

ISSUE BEFORE THE COUNCIL AND KEY FACTS

Receive a report from Riley Research on the Community Attitudes Survey conducted from May 22-June 2.

STAFF RECOMMENDATION

Receive the survey results from Riley Research and discuss/comment.

KEY FACTS AND INFORMATION SUMMARY

This worksession provides Council the opportunity to discuss and comment on the survey results. The information will be presented formally at the televised June 27 Council meeting.

- At the April 4, 2006, Special Council meeting, the Council discussed the survey content with Riley Research.
- The survey was conducted via telephone from May 22-June 2.
- The survey establishes a baseline for future surveys to be conducted every two years. The surveys will have two parts: The first section measures residents' satisfaction with current City services, and the second section will provide community opinions on a current topic or project. This survey focused on community planning for the Comprehensive Plan Update.
- The Comprehensive Plan Update will be based upon community values identified through this survey, along with recent City surveys and Tigard Beyond Tomorrow.

OTHER ALTERNATIVES CONSIDERED

Not applicable.

COUNCIL GOALS AND TIGARD BEYOND TOMORROW VISION STATEMENT

Council Goals

- Improve Communication and Relationship with Citizens: Conduct a city-wide scientific survey/report card on City services
- Revise City of Tigard Comprehensive Plan

Tigard Beyond Tomorrow: Communication

#1: The City will maximize accessibility in a variety of formats, providing opportunities for input on community issues and effective two-way communication.

ATTACHMENT LIST

None. The final report is being prepared; it will be distributed at the June 20 meeting.

FISCAL NOTES

The survey already has been funded.

Agenda Item #

Meeting Date

4
June 20, 2006

COUNCIL AGENDA ITEM SUMMARY

City Of Tigard, Oregon

Issue/Agenda Title Downtown Implementation Strategy

Prepared By: Phil Nachbar Dept Head Okay TC City Mgr Okay CL

ISSUE BEFORE THE COUNCIL AND KEY FACTS

Review the proposed Downtown Implementation Strategy, 3-Year Action Plan and Work Program for Downtown.

The Downtown Implementation Strategy is provided to the City Council for eventual adoption as the guiding document which organizes and prioritizes policies and actions for the Downtown.

STAFF RECOMMENDATION

Review and modify as appropriate the Downtown Implementation Strategy for adoption at a later time.

KEY FACTS AND INFORMATION SUMMARY

The need for a "Strategic Action Plan" for Downtown which could be tracked and updated annually was a recommendation of the Tigard Downtown Improvement Plan (see page 36). Adoption of the Downtown Implementation Strategy provides specific direction to Staff and the CCAC with regard to a Work Program over upcoming fiscal year (FY 06-07), and an overall strategy for Downtown.

The following are key facts regarding the development of the Strategy:

- 1) The Strategy incorporates the policy objectives of the Tigard Downtown Improvement Plan, adopted by City Council on September 25, 2005, into a Strategy and set of "near-term" and "long-term" actions the City should take to implement the Plan.
- 2) The Strategy includes three (3) key strategies with twenty-eight (28) supporting actions, a 3-Year Action Plan, and a 1-Year Work Program.
- 3) The Strategy was developed by researching the Tigard Downtown Improvement Plan, the Tigard Urban Renewal Plan, and determining the key policies and projects within those documents that could be used to organize a strategy. There were also many discussions with the City Center Advisory Commission (CCAC), former Downtown Taskforce members, and Staff before devising the Strategy.

OTHER ALTERNATIVES CONSIDERED

None.

COUNCIL GOALS AND TIGARD BEYOND TOMORROW VISION STATEMENT

Central Business District (CBD) #1) Provide opportunities to work proactively with Tigard Central Business District Association (TCBDA) businesses and property owners and citizens of Tigard to set the course for the future of the central business district.


Strategy #3) Develop strategies for public improvements in Tigard's central business district area (this area includes Main Street) and adjacent areas.

ATTACHMENT LIST

Downtown Implementation Strategy.

FISCAL NOTES

No direct impact. Subsequent adoption of the Strategy does not obligate the City to the expenditure of funds for any particular project. Funding of projects identified within the Strategy will come from tax increment funds, other funding sources normally available for Capital Improvement Projects (CIP), and grants.



Tigard Downtown Implementation Strategy

June 2006

What is the Downtown Implementation Strategy?

The Downtown Implementation Strategy is a document to guide the City's actions to translate the "vision" for downtown into a "reality". It incorporates the policy objectives of the Tigard Downtown Improvement Plan, adopted by City Council on September 25, 2005, into a strategy and set of "near-term" and "long-term" actions the City should take to implement the Plan. The Strategy includes three (3) key strategies with twenty-eight (28) supporting actions, a 3-Year Action Plan, and a 1-Year Work Program.

How was the Downtown Implementation Strategy developed?

The Strategy was developed by researching the Tigard Downtown Improvement Plan, the Tigard Urban Renewal Plan, and determining the key policies and projects within those documents that could be used to organize a strategy. There were also many discussions with the City Center Advisory Commission (CCAC), former Downtown Taskforce Members, and Staff before devising the Strategies.



Waterfront, Portland, OR — Example of sidewalk space

How is the Downtown Implementation Strategy intended to be used?

The Strategy is intended to provide general guidance to develop specific actions necessary to implement the Tigard Downtown Improvement Plan. The 3-Year Action Plan and 1-Year Work Program accompanying the Strategy are intended to provide direction as to priorities and actions to be taken. As projects and actions are completed and more experience obtained, the Strategy should be revisited and revised accordingly. It is

recommended that the 3-Year Action Plan and 1-Year Work Program be updated annually so that progress can be monitored, and new Plans/Programs revised to reflect progress or timeframe adjustments. The 3-Year Action Plan should be tied to the City's Capital Budget to reflect priorities and funding requirements for each project.

Executive Summary

The primary strategies in the Downtown Implementation Strategy are to:

- 1) *Encourage and Facilitate Redevelopment Projects in Downtown*
- 2) *Improve Fanno Creek Park and Develop an Open Space System in Downtown*
- 3) *Develop Comprehensive Street and Circulation Improvements in Downtown.*

Under Urban Renewal Law, taxes generated from appreciation of property in the Downtown may be used to finance projects in the Urban Renewal Plan. It is important to stimulate new development and property appreciation in order to generate additional tax revenues for use on identified projects.

To facilitate redevelopment projects in Downtown, the City will have to carry out important, *near-term actions* to: initiate and manage high-priority, “Catalyst” projects, identify redevelopment opportunities, assist in land assembly, refine future land uses, and develop Land Use and Design Guidelines. More *long-term actions* to encourage redevelopment include: developing projects that incorporate public open space, and assisting businesses to relocate in order to provide parcels for redevelopment.

Improving Fanno Creek Park and developing an Open Space System in Downtown is a tenet of the Downtown Improvement Plan, and takes advantage of Tigard’s unique proximity to a park as an amenity. The “Green” Heart as an identity for Downtown, and the Fanno Creek Public Area, which will be programmed as a public gathering space for outdoor events, are integral parts of the Plan. Key *near-term actions* include: developing a Master Plan for Fanno Creek Park, determining the feasibility of the Urban Creek Corridor, and developing the Fanno Creek Trail west of Downtown. *Long-term actions* include: constructing the Fanno Creek Public Area and complete Open Space System in Downtown, determining the type of public spaces in the Urban Creek Corridor, and developing the “Rail to Trail” system along Tigard Street into Downtown.

Developing Comprehensive Street and Circulation Improvements in Downtown is the third Strategy and is a “Catalyst” project referenced in the Downtown Improvement Plan. Under the Plan, providing well designed Streets that are “well connected” and “promote walking, biking and use of transit will attract development” to the Downtown. *Near-term actions* include: implementing the recommendations of the Comprehensive Streetscape

Design Project, improving streets in areas with high potential for redevelopment, refining the circulation system for Downtown, developing a “Gateway” at Hall Blvd./99W, and installing “Brand Tigard” improvements on Main Street. *Long-term actions* include achieving consensus on alternative access to Downtown, obtaining an At-Grade Rail Crossing at Ash. Ave., developing gateways, a bike route plan, and a Parking Management Plan.

The 3-Year Action Plan provides a summary of the priorities and actions for Downtown, and the 1-Year Work Program identifies more specific staff actions for the first year of the 3-Year Action Plan. Both will be updated annually to reflect progress and timeframe adjustments.



Tigard Urban Renewal District—approximate

I. ENCOURAGE AND FACILITATE REDEVELOPMENT PROJECTS IN DOWNTOWN

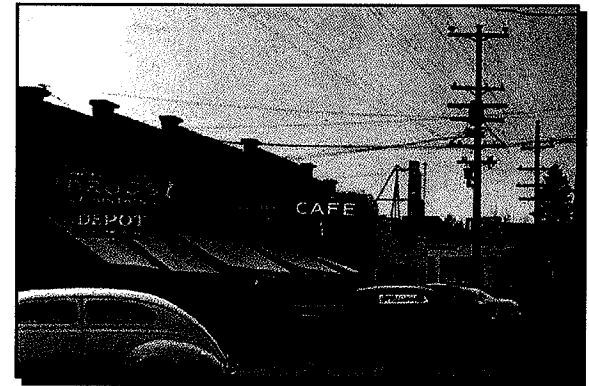
“Our vision of Downtown Tigard is an... active urban village at the heart of our community... pedestrian oriented, accessible by many modes of transportation,... recognizes natural resources as an asset, and enables people to live, work, play and shop in an environment that is uniquely Tigard.”—Tigard Downtown Improvement Plan

Overview:

Stimulating redevelopment in the Downtown is critical to developing a long-term funding source under Urban Renewal. Under Urban Renewal Law, taxes generated from the appreciation of property in the Downtown may be used to finance approved projects. As a result, any new development will result in an increase in tax revenues to support projects within the Plan. Since all new development will generate needed tax revenues, it is important to facilitate redevelopment projects wherever they might occur in Downtown without preference. The City will assist in bringing about redevelopment by executing projects in the Urban Renewal Plan and coordinating opportunities with developers in Downtown. Some of the key public projects in the Urban Renewal Plan include: streets, parks, plazas, a public market, bicycle/pedestrian facilities, a performing arts center, or other assistance to facilitate redevelopment.

There are inherent challenges to facilitating redevelopment in Downtown Tigard in particular. Land assembly faces the challenge of the relocation of long-standing businesses, and the difficulty of assembling land for redevelopment without the power of condemnation. Assembly of land will require a “willing seller” process which is untested in Tigard. One of the goals for the first few years will be to identify redevelopment opportunities and develop a program for land assembly.

The City’s role in facilitating redevelopment projects in Downtown will develop over time, but will initially include prioritizing public improvements, developing a program for land assembly, working with developers to identify opportunities and ways in which the City can participate, developing Land Use and Design Guidelines and managing key projects necessary to implement the Urban Renewal Plan.



Downtown Tigard—Circa 1940s



Downtown Tigard—2006

Near-Term Actions

1.1 Manage "Catalyst Projects" in Downtown

The Tigard Downtown Improvement Plan identified eight (8) "Catalyst" projects that have the ability to alter the development environment in Downtown and attract new development. In order to implement these projects, priorities need to be determined and tasks for implementation defined. Initially, two key projects have been identified as having high priority. These include Streetscape Design and Fanno Creek Park/Open Space System. Streetscape Design is a critical task in the engineering and construction of streets. Fanno Creek Park and Open Space in the downtown will provide an important civic gathering place and can garner public support for redevelopment, and has been identified as a strong amenity for development.

The Catalyst projects include: Streetscape Enhancement, Green Corridor/Urban Creek, Hall Boulevard Downtown Gateway, Downtown Housing Development, Ash Avenue Downtown Improvement, Fanno Creek Public Area, Performing Arts and Community Recreation Center, and the Post Office Relocation.

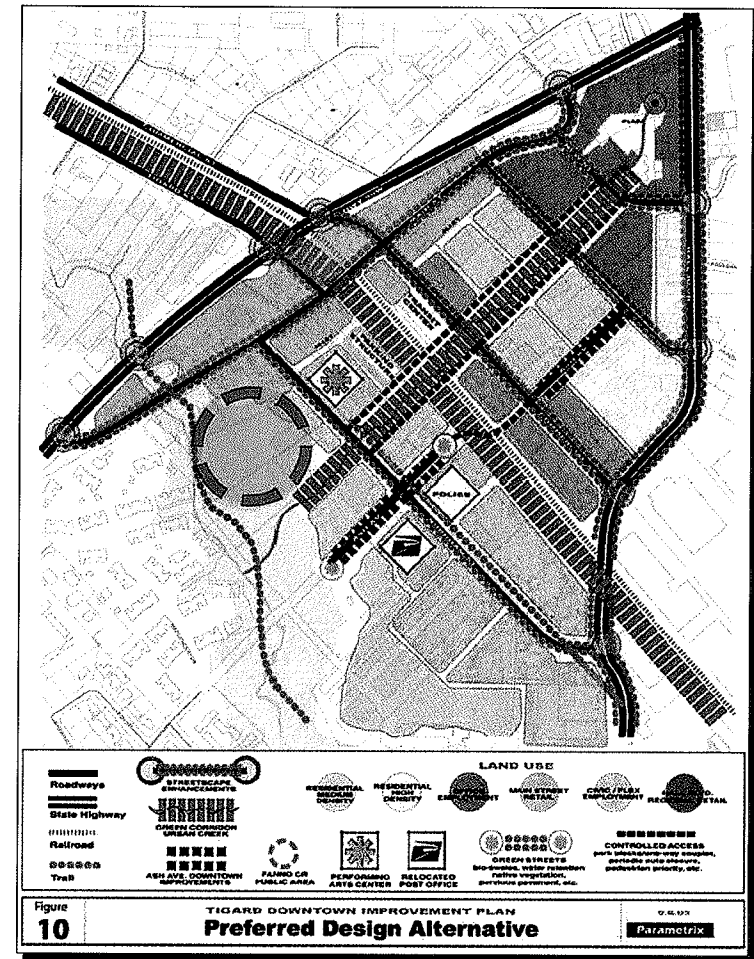
1.2 Identify Opportunity Areas for Redevelopment

Identifying areas where there is high potential for redevelopment is a starting point for working with developers. Conducting research on the value of existing properties, and the ability to assemble properties of significant size for redevelopment is the first step in identifying opportunities. Once obtained, this information can be presented to developers and the real estate community to begin to generate interest, and obtain important feedback to help the City decide how it can best participate in redevelopment.

1.3 Maintain a Dialogue with Developers

Working closely with the development community including developers, bankers, and real estate firms will be necessary to assess opportunities, and identify and structure joint-development projects. Initial interviews with developers were conducted in February of 2005. Some of the key points from the interviews which have begun to inform the Implementation Strategy

include: use of housing as a key catalyst, improve access and visibility to the Downtown, incorporate public space (plazas, parks) with new development projects, assemble key parcels for development, and provide adequate parking.



Tigard Downtown Improvement Plan

Near-Term Actions

1.4 Develop a Program for Land Assembly

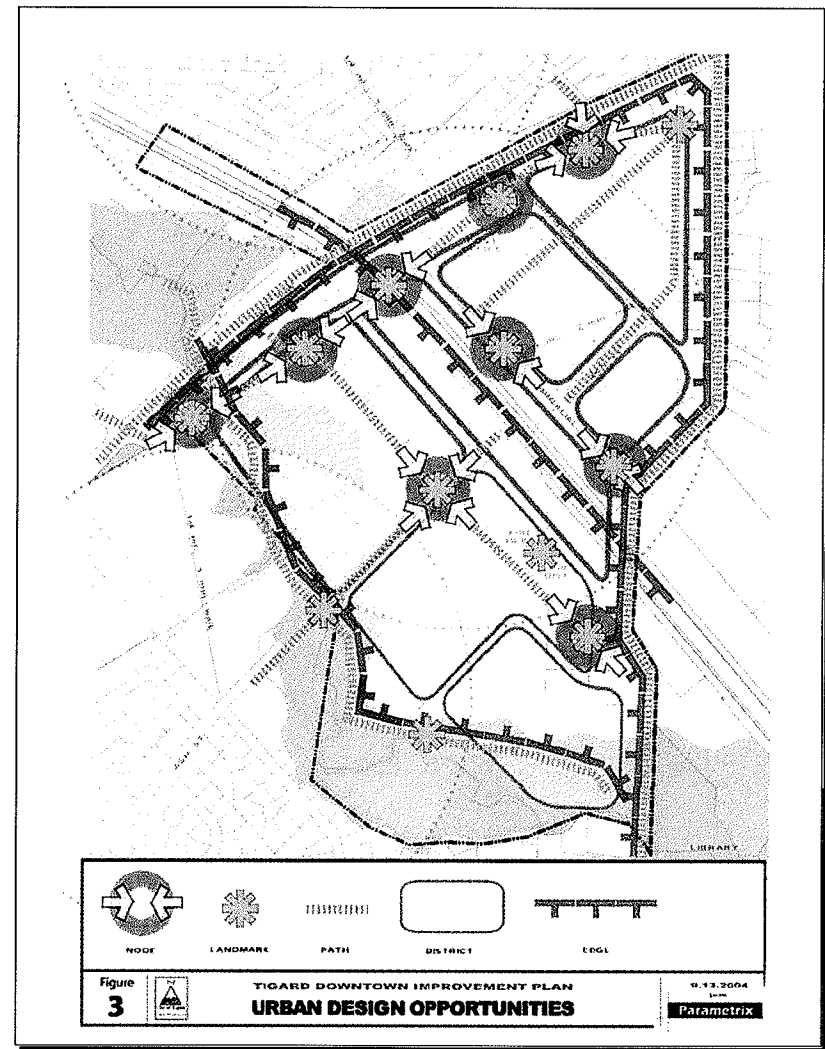
One of the key tasks necessary for redevelopment to occur is land assembly. In order to be in a position to work cooperatively with developers, the City will work with property owners and developers to assemble land for development. Typically, Cities assemble land under the powers inherent under Urban Renewal Law which can include condemnation. However, Tigard's Urban Renewal Plan does not include condemnation as a method of land assembly. Working in a "willing seller" only environment will require that the City develop and test a program for land assembly.

1.5 Evaluate City-Owned Property for Redevelopment

The City of Tigard owns approximately 18 acres of CBD-zoned land in the Downtown. Of that 4 acres are vacant, and 14 acres are developed with City uses. Some of the City's property is located in strategic areas where redevelopment can occur. As part of the City of Tigard's plan for future facilities, it should evaluate its future spatial needs, ability to consolidate uses and property, perhaps, leverage its own property for redevelopment in Downtown.

1.6 Refine Land Uses in Downtown

The Downtown Improvement Plan identified land uses for the Downtown. This was done on a concept-only level, and will need to be refined. Before a final land use map can be adopted, an evaluation of specific uses and "urban design" function should be done. Additional and important input from developers will also be valuable in addressing these issues.



Urban Design

1.7 Develop Land Use/Design Guidelines for Downtown

Before the Downtown Improvement Plan can be implemented, the City must insure that Land Use regulations and Design Guidelines are in place to guide development proposals towards the type and quality envisioned in the Plan. While the City has an existing Land Use ordinance for the Downtown in place, it was not developed for the new Downtown Improvement Plan, and will have to be revised or replaced to meet the intent of the Plan. Design Guidelines are used to review specific site and building proposals to insure a level of design quality and will be developed for the Downtown Plan. In order to reserve or protect land for public space, such as the "Urban Creek Corridor" or Fanno Creek Park, a land use "overlay" zone could be developed to insure that development proposals or other actions would not conflict with future use of open space.

Long-Term Actions

1.8 Pursue Redevelopment Projects that Incorporate Public Open Space

Having a City park close to the Downtown is a unique feature which ties into the "sustainability theme" and can garner public support for the revitalization effort. Experience from other Cities, including Lake Oswego, has shown that pursuing redevelopment projects that have a public space, park or plaza, as a major part of a project, is a good way to develop public support. Interviews with developers conducted in February 2005 also indicate that developers view park or plaza space in commercial districts as an added amenity and good for business.

1.9 Facilitate Business Relocation on Key Sites

One of the challenges to land assembly is working with existing businesses on key sites to facilitate their relocation. Many of the businesses have been in the Downtown for a long time, but may have interest in relocating. Others may not be interested in moving. Once opportunity site have been identified and redevelopment interest is established, the City will work with business owners on a range of options compatible with their long-term needs.



Main Street—R. Stasny drawing



Farmer's Market—R. Stasny drawing



R. Stasny drawing

II. DEVELOP FANNO CREEK PARK AND THE OPEN SPACE SYSTEM IN DOWNTOWN

“...preserves what is desirable in the area, and promotes a public ‘green’ and open space character... consistent with the vision for the community and its Downtown”—Tigard Downtown Improvement Plan

Overview:

Fanno Creek Park as the southern edge of Downtown presents a unique situation for Tigard. It provides an opportunity to restore the native habitat and ecology, provide important civic gathering spaces, and bring the “green theme” into the heart of Downtown. The “Green Heart” of Downtown and Fanno Creek Public Area are an integral part of the Tigard Downtown Improvement Plan, and the expansion of Fanno Creek Park is essential to realizing this goal. Other key design elements include an expanded open space system, and the “Urban Creek” Corridor, connecting Fanno Creek Park with the future Regional Commercial District on the north end of Downtown.

Urban Creek Corridor: Making a spatial connection from Fanno Creek Park to a future “Green Corridor” that would run north to South in the Downtown is an essential feature of the open space plan. This would, in effect, bring the park into downtown, creating a unique mix of the urban and natural environment. The Urban Creek Corridor would have an organizing impact on the Downtown, defining a clear pedestrian link and providing an amenity that future development can capitalize upon. Future projects bordering the green corridor would be encouraged to orient activities to take advantage of the public space value of this amenity. This project serves the dual role of stimulating development while connecting Downtown areas.



Downtown Existing & Future Open Space



Fanno Creek Park

Near-Term Actions

2.1 Develop a new Master Plan for Fanno Creek Park.

A new Master Plan for Fanno Creek Park is the first step to assigning value to the mission of co-developing Fanno Creek Park and Tigard's Downtown. The Master plan would address Fanno Creek Park itself from Hall Blvd. to Main Street, including a public area with connections at Main Street and Burnham Street and Ash Avenue, and the alignment of a potential "Urban Creek Corridor".

2.2 Incorporate "Sustainable" and "Ecological" Design of Fanno Creek Park and Downtown's Open Spaces.

One of the "Great Ideas" generated during the formation of the Downtown Plan was establishing "Green Connections" as a theme. It was thought of as a blending of nature with the built environment with emphasis on wide sidewalks, linear parks, plazas, trees, native landscaping, and water features. Because Fanno Creek Park contains sensitive wetlands and has a creek running through it, it does not lend itself to active uses, but rather more passive ones and restoration. Developing this "natural green" theme further incorporates the ideas of "sustainability" and ecological restoration. The two ideas "Sustainable"

and "ecological" go together and will be applied to the restoration of Fanno Creek Park and landscape design and planting palettes for Downtown including all of its open space.

2.3 Determine the Feasibility of the Urban Creek Corridor in Downtown.

Determining the design concept, form and "footprint" of the Urban Creek will require a detailed feasibility study to ascertain public preference, preliminary design, constructability and cost. Once it is determined that an Urban Creek is feasible, it will be important to protect the potential footprint of this amenity. One option would be an "overlay" zone to ensure the review and coordination of development proposals that might have the ability to limit or preclude options for its location.

2.4 Expand the Fanno Creek Trail West of Downtown.

The Fanno Creek Trail west of Main Street provides an important link to Woodard Park, the Fowler School Campus, and surrounding neighborhoods. It is a critical link in developing the full regional trail network through Tigard, and would provide a continuous connection through Fanno Creek Park to its southern destination, Tualatin Community Park.



Urban Creek Corridor drawing



Fanno Creek—existing conditions

Long-term Actions

2.5 Develop Fanno Public Area as a Central Gathering Place.

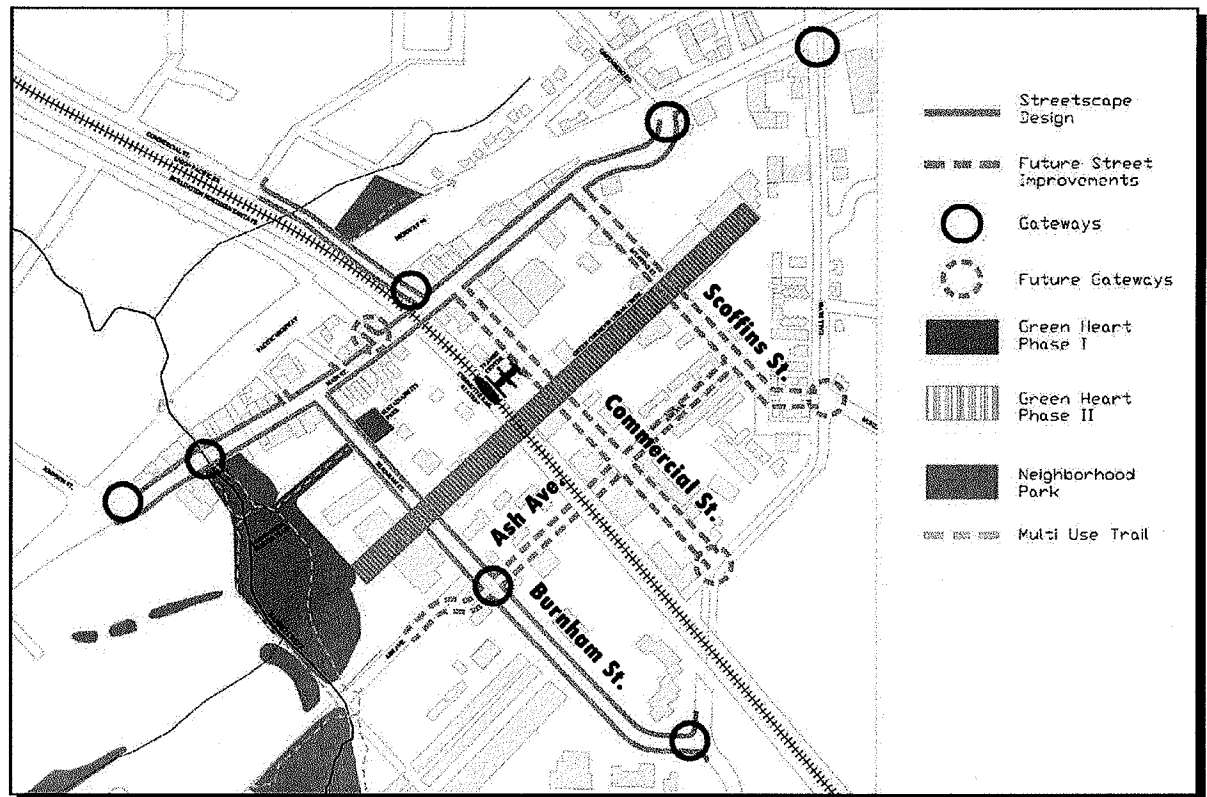
The development of a central gathering place adjacent to Fanno Creek is a key urban design element of the Downtown Improvement Plan. The space would be located interior to the Main Street/Burnham Street area and be accessible from both the park and streets. Supporting a range of passive and active open space uses, the central gathering place could include: a home for the Tigard Farmer's Market, a smaller, appropriately-scaled entertainment venue, perhaps a natural amphitheatre for public concerts and other events.

2.6 Develop an Expanded Open Space System through Downtown.

Developing an expanded open space system through Downtown is also a key design element of the Downtown Improvement Plan. Developing an integrated trail system through Fanno Creek Park into Downtown, with connections to the regional

Fanno Creek Trail system and the "Rail to Trail" corridor from Hall Blvd. to Tiedeman would provide a regional context to the trail system. Connections to the Fanno Creek Regional Trail could occur at Main Street at one end and Hall Blvd./East Fanno Creek Park at the other end, and

potentially at the "Rail to Trail" corridor at Ash Ave. the Urban Creek Corridor, and at Main and Burnham Streets.



Downtown Framework Plan

Long-term Actions

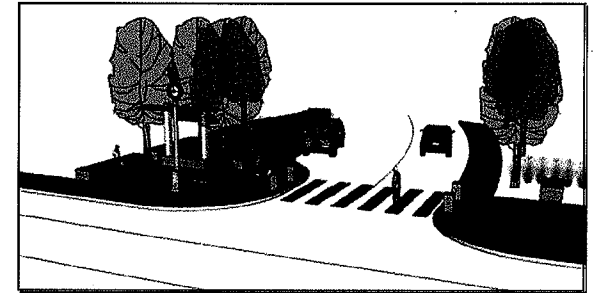
2.7 Determine the Design Themes and Progression of Public Spaces for the Urban Creek Corridor.

Connecting the two anchor “Catalyst” projects in Downtown, Fanno Creek Park and the future Regional Retail Area at Hall Boulevard/99W, the “Urban Creek” was conceived as an open space with landscaping, water features, and public plazas. It has the potential to become a series of different public spaces with park space, native plant gardens, public art, or other amenities.

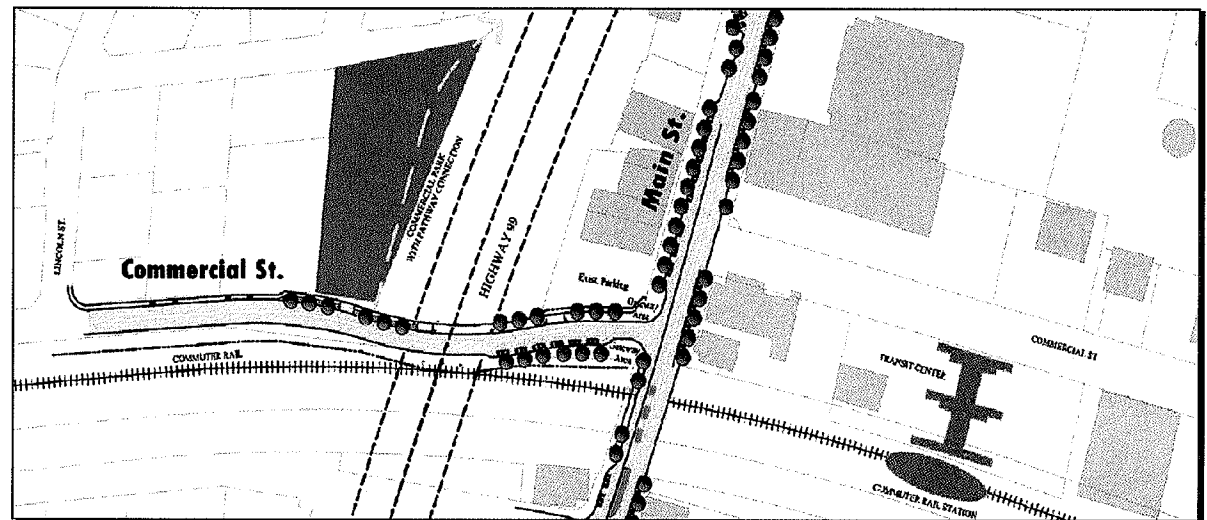
Since one of the key themes for downtown is “sustainability”, the Urban Creek corridor could be designed to reflect this message with native landscaping and ecological design, and natural methods of conveying and infiltrating storm water. The corridor could become a model demonstrating the ecological process. The Urban Creek would be integrated with new and existing development, providing an alternative “front door” to redeveloped properties along its length.

2.8 Pursue Development of a “Rail to Trail” corridor along Tigard Street into Downtown.

The railroad right-of-way on the north side of Tigard Street from Main Street to Tiedeman will be abandoned in conjunction with the Commuter Rail Project, providing a 35 foot ROW for a potential trail corridor. The trail corridor would provide an additional pedestrian/bicycle path into Downtown, and as a looped connection with the regional Fanno Creek Trail.



West Commercial Street Gateway



West Commercial Street Gateway

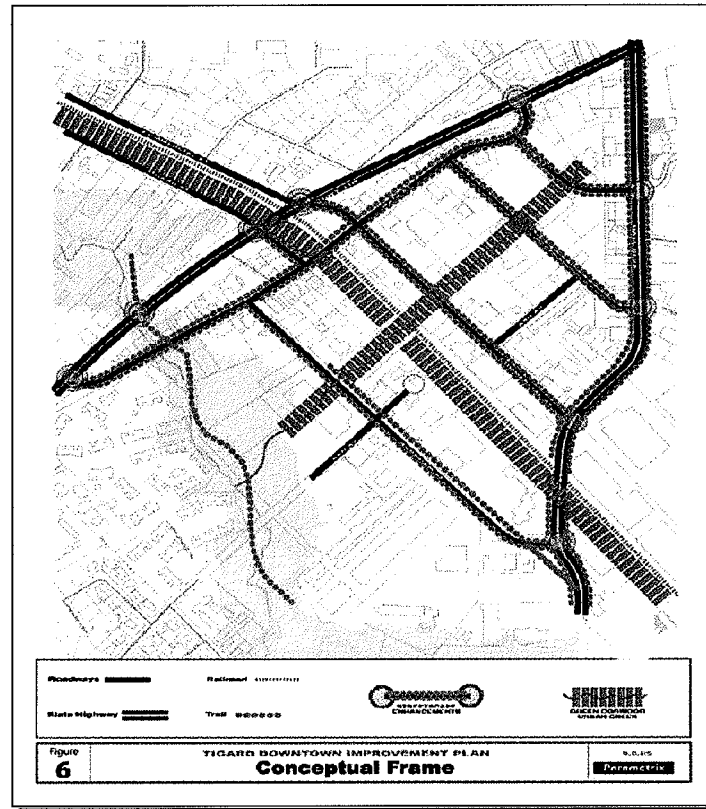
II. DEVELOP COMPREHENSIVE STREET AND CIRCULATION IMPROVEMENTS IN DOWNTOWN

“A vibrant and compact core, accessible by all modes of transportation”—Tigard Downtown Improvement Plan

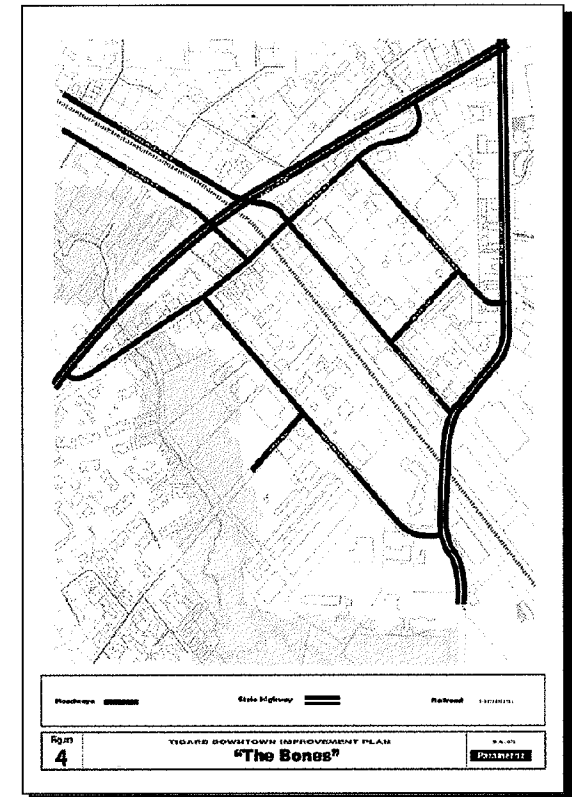
Overview:

Public Streets form the first impression people have of a City and are part of the “public realm.” Important initial “streetscape” concepts developed from the Downtown Improvement Plan include the area’s historic “Main Street”/ mixed-use village character and scale, the use of “street” as a central place with a pedestrian emphasis, and the notion of ecologically sustainable “green streets”.

The City has undertaken a Comprehensive Design of Downtown streets in order to develop different types of streets for different functions. For example, Main Street will be developed with historic references, having entry gateways, wide sidewalks, varied parking arrangements, and landscaping. While Main Street will be designed to move traffic more slowly to accommodate the pedestrian, other streets will be designed to provide for traffic capacity, though not lose sight of pedestrian safety. Burnham Street, as a “grand street”, is a key entryway into the downtown, and will be designed to both serve future capacity needs, and function for the pedestrian as it approaches Main Street. Circulation and Street standards will be evaluated to bring the Downtown street system up to a level to serve the future needs of the Downtown.



Concept Framework Downtown Improvement Plan



Existing Street Network

Near Term Actions

3.1 Implement Comprehensive Streetscape Design in Downtown.

Comprehensive Streetscape design has been developed for key downtown streets. These conceptual designs will be used to prepare preliminary engineering drawings for Burnham Street, Commercial Street at Main Street, and Main Street. The design process included the Streetscape Design Working Group, City Staff and a consultant, and represents a coordinated effort to bring together initial ideas from the Downtown Improvement Plan with professional expertise. Key ideas which may be transferred to other streets in the Downtown include an understanding of street hierarchy, use and function, pedestrian oriented design, and “green street” design.

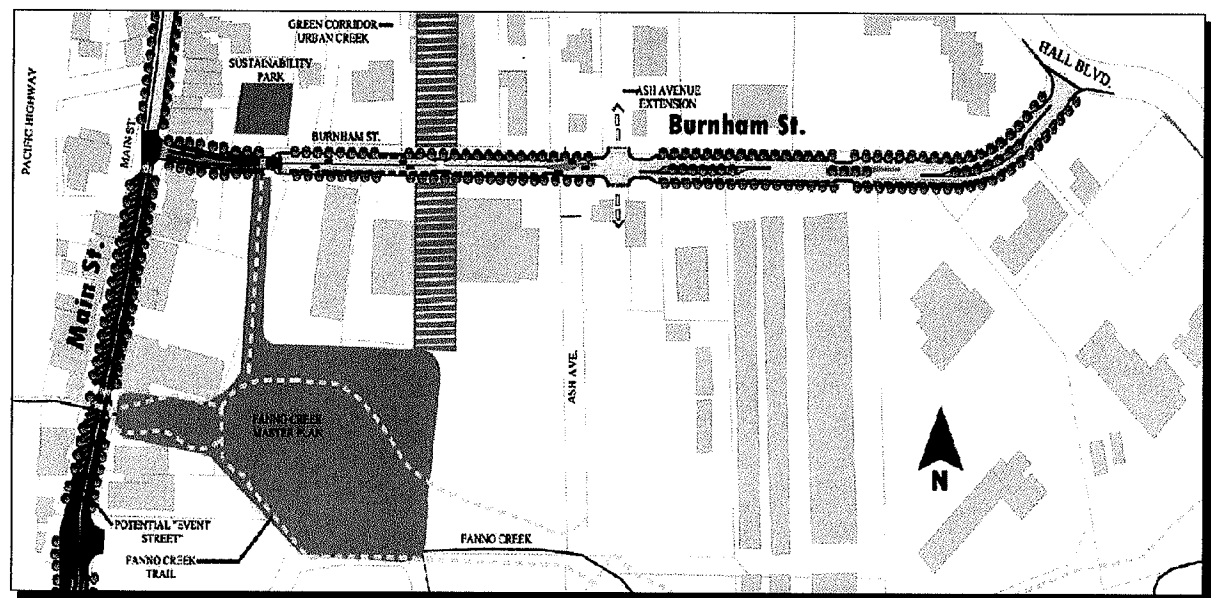
3.2 Incorporate “Green Street” Design Where Possible.

“Green Streets” are being evaluated for the Downtown in order to expand the “sustainability” theme as part of the Downtown Plan. The Downtown Improvement Plan calls for integrating Fanno Creek Park and open space into the Downtown. Developing “Green Streets” is an extension of “Green Connections” by applying sustainability to streets. Specific treatments

identified include natural infiltration and cleaning of storm water run-off from impervious areas (streets, sidewalks) through the use of native planting beds, pervious paving materials, swales, and other devices. Developing visible sustainable design elements in the downtown builds upon the open space system and makes a public statement of the community’s values for nature. For every street reconstructed in the downtown, inclusion of sustainable design should be evaluated as part of engineering design.



Streetscape concept



Burnham Street Concept Design

“The Downtown’s transportation system should be multi-modal, connecting people, places and activities safely and conveniently.” — Tigard Downtown Improvement Plan

Near Term Actions

3.3 Improve Streets in Areas with High Redevelopment Potential.

The development of attractive streets that serve a specific design function will contribute to the perception of Downtown and the potential for redevelopment. The redesign and construction of downtown streets in areas with high redevelopment potential will encourage investment and provide assurance of the City’s commitment to Downtown.

3.4 Assist Main St. Transition/Install Temporary “Brand Tigard” Improvements on Main Street

Main Street will go through a transition both physically and economically as it becomes a more attractive, pedestrian oriented, commercial district. Streetscape design is a key element that will help transform Main Street. The overall design for Main Street places an emphasis on the pedestrian with wide sidewalks, street trees, varied parking, with connections to the Commuter Rail Station and Fanno Creek Park. The Downtown

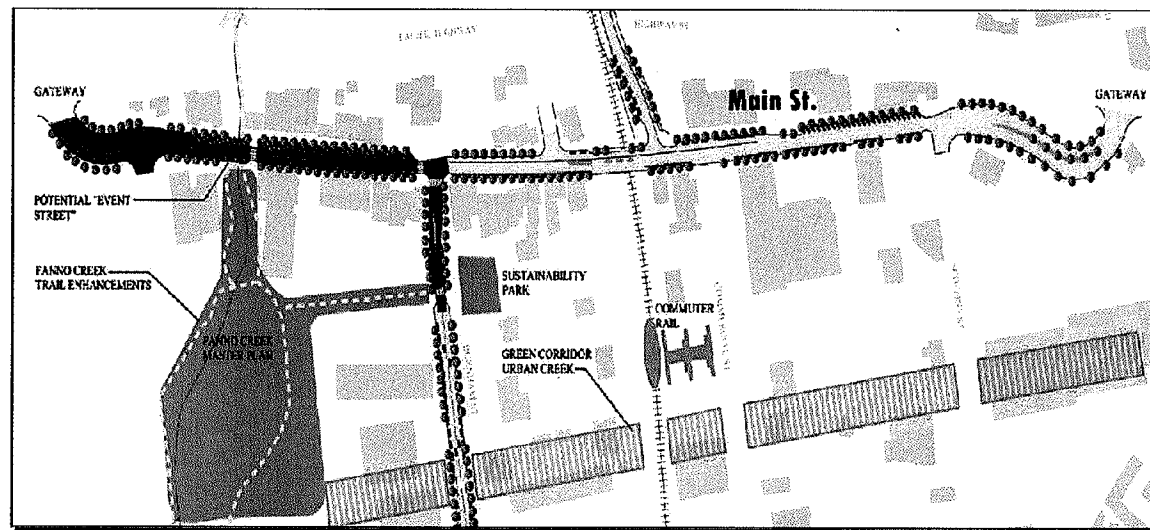
Improvement Plan recognized the need to create a “Brand Tigard” identity by implementing both temporary and permanent projects in the Downtown unique to Tigard. These projects are intended to help focus attention on Downtown and generate and maintain momentum.

Improving the perception of Main Street can be partly accomplished by showing small but visible physical improvements along the street. This presents a design challenge to develop a “Brand Tigard” identity that can be recognized as a theme unique to the community. Examples of possible Brand Tigard projects could include:

- 1) Inclusion of “Green Street” design on Main Street.

- 2) More prominent landscaping such as street trees.
- 3) Intersection improvements that include public space or “gateways.”
- 4) A Commuter Rail “Gateway” at Main Street.
- 5) A Fanno Creek Park “Gateway” at the bridge on Main Street.
- 6) Art works.
- 7) Building façade improvements such as awnings, painting, or exterior modifications.

Events such as a Farmer’s market, sidewalk sales, parades can also become part of an evolving Main Street and Downtown and represent small changes towards creating the public gathering place that the Tigard Downtown Improvement Plan envisions.



Main Street Concept Design

Near Term Actions

3.5 Refine the Circulation Plan for Downtown.

Vehicular circulation addresses access to and from the Downtown, movement throughout the central business district, block size, parking, and plans for future capacity needs. Street circulation lays the foundation for vibrant, active streets that accommodate anticipated uses, are friendly and walkable for pedestrians, and allow traffic to move appropriately within each district. Movement within pedestrian oriented areas should be more deliberate and slow, and faster in areas where pedestrian use is less.

The Tigard Downtown Improvement Plan identifies a conceptual street pattern for Downtown. This circulation plan needs to be refined and reality tested based on future uses and transportation engineering analysis. As part of the Streetscape Design process, an evaluation of vehicular capacity for Downtown Streets will be done to identify the parameters for Street Standards.

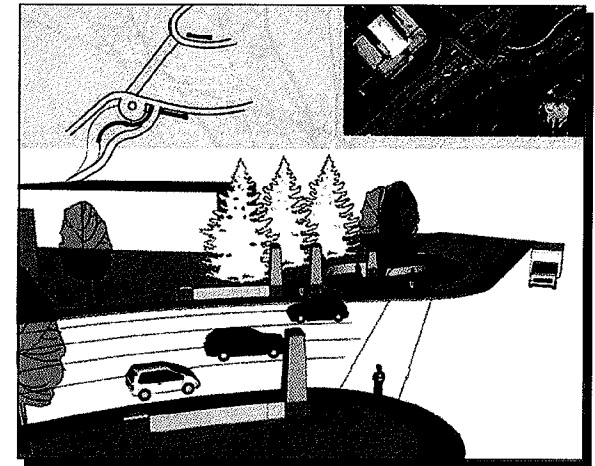
Block size in Downtown Tigard is relatively large. The span between Main Street and Ash Avenue is over 800 feet without a street. To provide for adequate vehicular circulation, allow for parking,

and encourage pedestrian use, it will be necessary to evaluate block size and street standards to meet the guiding principles for Downtown transportation.

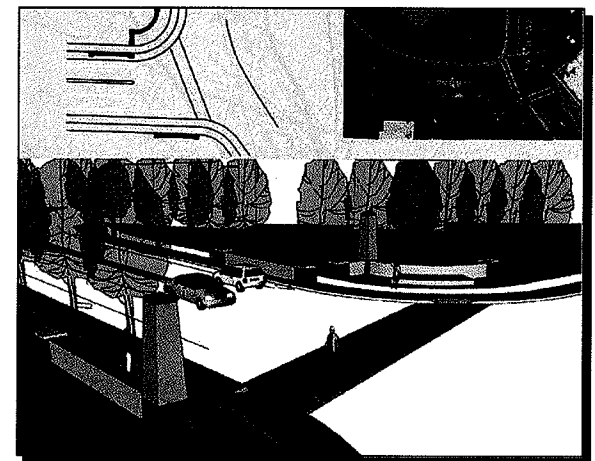
3.6 Pursue a Pedestrian-Oriented Design and “Gateway” at Hall Boulevard/ Highway 99W Intersection.

The Downtown Improvement Plan called for a Gateway at this intersection in order to make a strong “entry statement”. Hall Boulevard provides a natural gateway into Downtown Tigard, given its intersection with Highway 99W. This key gateway with its prominent visibility from Hwy 99W is proposed to be developed with regional mid-sized retail with parking and a public plaza space. The purpose will be to pull people into Downtown and start to draw them further into the Downtown and catalyze new development.

Washington County is currently managing the redesign and construction of the intersection at Hall Blvd. and Highway 99W. The County has agreed to allow the City to provide design input to consider more pedestrian oriented treatments, landscaping, and the inclusion of a “gateway” to Downtown.



Main St./Hwy 99W—Gateway (CAD)



Burnham St./Hall Blvd.—Gateway (CAD)

Long Term Actions

3.7 Achieve Consensus on Alternative Downtown Access Improvements.

The Street system in Downtown Tigard has both assets and challenges. Access from 99W on the west side is limited by traffic congestion on 99W at peak times. It is a recommendation of the Downtown Improvement Plan that the City conduct an examination of potential alternatives for improving access to downtown. The Ash Avenue/Downtown Access study will address short and long-term transportation actions that will improve access to and from the Downtown.

3.8 Obtain a Railroad Crossing at Ash Avenue.

The Portland & Western Railroad bisects downtown Tigard with only one crossing on Main Street, resulting in a lack of internal circulation. This pattern limits access between the north and south parts of the central business district, and requires drivers to use either Hall Blvd. or Main Street at either ends of the District. The resulting perception is a downtown that is not a single urban place but two separate areas unconnected. The Downtown Improvement Plan recommends that a

new at-grade crossing of the railroad tracks be developed along the Ash Avenue alignment. City of Tigard Staff should continue to work with Portland & Western Railroad and the ODOT Rail Division to identify options for achieving this crossing.

3.9 Develop Gateways at Key Intersections.

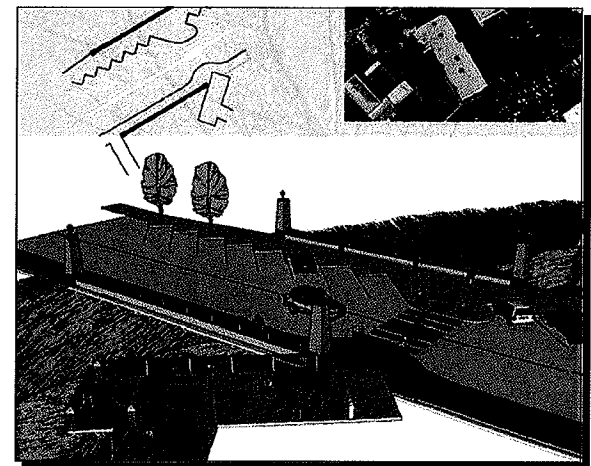
Gateways are key intersections that serve to define entry into the Downtown, and begin to create an identity. The gateways are part of streetscape design, and will be incorporated into street reconstruction as that takes place over time. There are several gateway locations that present this opportunity: Burnham Street at Hall Blvd., North and South Main Street at 99W, Tigard Street at Main Street, Commercial Street at Main Street. Commercial Street at Main Street, Scoffins Street at Hall Blvd, and Hall Blvd at 99W.

3.10 Develop a Pedestrian/Bicycle Route Plan.

The City should review and modify current City pedestrian and bicycle planning efforts to ensure that these support simple and feasible access to, from and within downtown Tigard.

3.11 Develop a Parking Management Plan.

Develop and implement a parking management plan that ensures adequate short-term and long-term parking supply for residents, employees and patrons of Downtown. This plan is not necessary until Downtown begins to grow and parking utilization increases, but the study should be conducted prior to constructing any structured parking.



Main St. Bridge—Gateway to Fanno Creek (CAD)

Glossary of Terms

Brand Tigard. The Downtown Improvement Plan referred to specific improvements in the Downtown that could create a unique identity or “brand Tigard”. The use of Green Streets (see below) is one way of creating a unique identity in Downtown Tigard.

Catalyst Project. Refers to one of eight (8) projects in the Downtown Improvement Plan thought to attract or stimulate new development.

Ecological. Refers to the restoration of landscape using native plants that are adapted to the specific soil and climatic conditions of the area.

Gateway. Refers to the design of the intersection of two streets as an entryway to the Downtown. The intersection might include landscaping, walls, or monuments that would be visible by drivers by, and recognized as a “gateway” to Downtown.

Green Heart. Term used in developing the Tigard Downtown Improvement Plan meaning the center of the community containing natural and landscaped open space.

Green Street. Refers to the use of sustainable methods of handling storm water runoff, such as natural infiltration, native planting beds, pervious paving materials and swales.

Long-term actions. Actions occurring beyond a three (3) year timeframe.

Near-term actions. Actions occurring within a three-year (3) timeframe.

Open Space. Area designed for use by pedestrians, public space. It may be built with hard surfaces such as concrete for sidewalks, or landscaped with plantings.

Overlay Zone. A zone with specific site, land use or building design requirements. Usually created for a specific area to address environmental or building concerns unique to that area.

Streetscape Design. Refers to the design of street, parking, sidewalk, street furniture, and landscaping for a particular street.

Sustainable. Refers to the use of natural methods of addressing environmental concerns such as storm water runoff, habitat restoration, or building. Includes the use of water infiltration through use of porous surfaces instead of paving or concrete, native plants, and recycled building materials.

Tigard Downtown Improvement Plan. The Plan for the Downtown developed by citizens with assistance and guidance from Staff and consultants, adopted by Council September 2005.

Tax-Increment Financing. The method of financing authorized under Urban Renewal. Tax revenues generated from the appreciation of property within the Urban Renewal District are used to finance projects within the Plan.

Tigard Urban Renewal Plan. A Plan developed in accordance with State Law to qualify for use of tax increment financing to fund projects in the Downtown.

Urban Creek Corridor. A series of park-like blocks running north to south in the Downtown connecting the north end to Fanno Creek Park on the south.

Urban Design. Refers to layout and function of streets, pedestrian circulation, open space, and land uses (residential, office, mixed use, commercial).

Willing Seller environment. The Urban Renewal Plan does not permit the use of condemnation for land assembly. In order to assemble land for redevelopment, it will occur in a “willing seller” environment.

TIGARD DOWNTOWN ACTION PLAN — 3 YEAR

Project / Action	Year 1 FY 06-07	Year 2 FY 07-08	Year 3 FY 08-09	Future
<i>Facilitation of Redevelopment Projects</i>				
Downtown Development Opportunity Sites-Program				
Development Program for Land Assembly / Marketing	X			
Refine Land Uses / Redevelopment Feasibility	X	X	X	
Land Use—Regulations / Design Guidelines				
Land Use / Building Types Refinement	X			
Design Guidelines	X	X		
Land Use Regulations	X	X		
Commuter Rail				
Commuter Rail Station	X	X		
Commuter Rail Block / Joint Development	X	X	X	
Shelter Upgrade		X		
Downtown Housing Development				
Housing Study		X		
Housing Program Estimate		X		
Implementation			X	X
Performing Arts / Recreation Center				
Performing Arts Use / Feasibility Study			X	
Land Disposition / Acquisition		X	X	X
Post Office Relocation				
Initiate discussions with USPS		X		
Follow-Up Actions (Relocation Study / Facilitation)			X	X
Comprehensive Plan Policy / Modifications	X	X		
<i>Improvement of Fanno Creek Park & Open Space System</i>				
Fanno Creek Park / Public Area				
Fanno Creek Park Master Plan	X			
Funding Program / Parks System Master Plan	X			
Public Area Use Design	X			
Public Use Area / Redevelopment Feasibility		X		

TIGARD DOWNTOWN ACTION PLAN — 3 YEAR

Project / Action	Year 1 FY 06-07	Year 2 FY 07-08	Year 3 FY 08-09	Future
<i>Improvement of Fanno Creek Park & Open Space System (continued)</i>				
Land Acquisition (floodplain properties)	x			
Land Acquisition (Public Area)		x		
Wetland Mitigation Projects	x			
Park Restoration	x	x	x	x
Public Area Improvements	x	x	x	x
Farmer's Market				
Interim Location	x			
Final Home			x	
Urban Creek / Green Corridor				
Implementation Options	x			
Feasibility Study	x			
Inclusion in Parks Master Plan / Overlay Zone	x			
Preliminary Design				x
Land Disposition				x
Final Design & Engineering				x
Construction				x
Ash Ave. Street / Open Space Design	x			
Rail to Trail (Hall to Tiedeman St.)				
Planning / Design	x	x	x	
Construction			x	
<i>Development of Comprehensive Street & Circulation System</i>				
Downtown Circulation Plan				
Engineering Study for Circulation and Future Capacity	x			
Refine Circulation Plan	x			
Streetscape Enhancement Program				
Burnham Street (final design / ROW)				
Final design / ROW	x			
Construction	x	x		
Commercial Street (Main to Lincoln--Construction)	x			
Commercial St. (Hall to Main St.)		x	x	
Scoffins St.		x	x	

TIGARD DOWNTOWN ACTION PLAN — 3 YEAR

Project / Action	Year 1 FY 06-07	Year 2 FY 07-08	Year 3 FY 08-09	Future
Development of Comprehensive Street & Circulation System (continued)				
Streetscape Enhancement Program				
Main Street				
Main Street Safety Improvements	X			
Main Street "Brand Tigard" Improvements	X			
Storefront Façade Improvement Program		X	X	X
Comprehensive Streetscape Improvements		X	X	X
Ash Avenue Improvements				
Ash Ave. (Burnham St. to Rail)				
Engineering / ROW Construction	X			
Ash Ave. North Feasibility Study		X		
Ash Avenue (Fanno Creek to Burnham St.)	X			
RR At-Grade Crossing				X
Initiate Vehicular Crossing Negotiations	X			
Pedestrian Crossing		X		
Vehicle Crossing				X
Open Space Design	X			
Burnham St. to Fanno Overlook				X
Ped / Bicycle Bridge				X
Terminus to RR Tracts				X
Hall Blvd. / 99W Downtown Gateway				
Gateway Conceptual Design				
Intersection Design Input / Washington County	X			
ROW Acquisition	X			
Intersection Construction		X		
Final Design (Gateway)		X		
Gateway Construction		X		
Downtown Alternative Access Study				
		X		
Pedestrian / Bike Plans				
Update Plan		X		
Parking Management Plan				
Monitor Parking in Downtown	X	X	X	X
Determine Catalyst Project Impact				X
Prepare Parking Study / Plan				X

TIGARD DOWNTOWN WORK PROGRAM 1--YEAR

FY 06-07
Project / Task

July Aug Sept Oct Nov Dec Jan Feb Mar April May June

Facilitation of Downtown Redevelopment Projects
Downtown Opportunity Sites--Program Development

Develop Program for Assembly / Marketing of Parcels

Coordinate relocation / land assembly with Businesses

Identify / evaluate City-owned property for redevelopment

Coordinate City facility planning with redevelopment efforts

Refinement of Land Uses in Downtown

Land Use--Regulations / Design Guidelines

Land Use Refinement / Development Prototypes

Identify Goals / Objectives

Evaluate land use refinement options

Evaluate development prototypes

Coordinate review of development "prototypes"

Design Guidelines

Identify Design Guidelines for evaluation

Evaluate options for Design Guidelines

Coordinate review of Design Guidelines

Land Use Regulations

Identify Land Use regulations for evaluation

Evaluate options for Land Use / Zoning Regulations

Coordinate review of Land Use Regulations

Commuter Rail Block

Transit Center Redesign MTIP Grant Application due

Transit Center Redesign--MTIP First Cut

Transit Center Redesign--MTIP Final Cut

TIGARD DOWNTOWN WORK PROGRAM 1--YEAR

FY 06-07

Project / Task

July Aug Sept Oct Nov Dec Jan Feb Mar April May June

Improvement of Fanno Creek Park/Open Space System

Fanno Creek Park / Public Area

Fanno Creek Park Master Plan

Prepare RFP / Scope of Services

Issue RFP / select consultant

Negotiate / execute contract

Manage consultant contract

Coordinate Public Involvement

Public Area Use / Feasibility Study

Public Open House (2)

Identify future funding program

Incorporate into Parks System Master Plan

Fanno Creek Trail System

Determine feasibility of Trail Extension (Main St. to Grant St.)

Rail to Trail (Hall to Tiedeman St.)

Prepare overall feasibility study

Execute joint agreement with property owner

Land Acquisition

Land Acquisition (floodplain properties)

Land Acquisition (Public Area)

Coordinate with affected property owners

Establish time frame for relocation / property conveyance

Urban Creek / Green Corridor

Identify options for implementation

Prepare feasibility study

Select Options / Coordinate review

Evaluate for inclusion into Parks Master Plan

TIGARD DOWNTOWN WORK PROGRAM 1--YEAR

FY 06-07
Project / Task

July Aug Sept Oct Nov Dec Jan Feb Mar April May June

Improvement of Fanno Creek Park Open Space System (continued)
Restoration & Wetland Mitigation Projects

Coordinate with TriMet / CWS re: mitigation sites in Fanno Creek Park

Park Restoration

Public Area Improvements / Fanno Creek Bank & Restoration

Farmer's Market

Interim Location

Identify options for a Downtown Location

Identify space / infrastructure needs

Prepare Timetable for move

Final Home

Development of Comprehensive Street/Circulation System
Refine Circulation Plan for Downtown

Determine / Evaluate Circulation Plan Options

Coordinate Review / Select Circulation Plan Option

Streetscape Enhancement Program

Burnham Street (Final Design / ROW)

Final design / ROW

Construction

Commercial Street (Main to Lincoln)

Final design / ROW

Construction

Main Street

Main Street "Brand Tigard" Improvements

Install Street Trees

Ash Avenue Improvements

Ash Ave. (Burnham St. to Rail)

Engineering / ROW

TIGARD DOWNTOWN WORK PROGRAM 1--YEAR

FY 06-07

Project / Task

July Aug Sept Oct Nov Dec Jan Feb Mar April May June

Development of Comprehensive Street / Circulation System (continued)

Ash Ave. Feasibility Study (N. of Fanno Creek)															
RR At-Grade Crossing (vehicular and pedestrian)															
Initiate discussion with RR as to criteria / requirements															
Establish timeframes and agreement with RR															
Ash Avenue Improvements (continued)															
Coordinate Ash Ave. Open Space Design															
Burnham St. to Overlook															
Ped / Bicycle Bridge															
Terminus to RR Tracts															
Hall Blvd. / 99W Downtown Gateway															
Gateway Conceptual Design															
Intersection Design Input / Washington County															
Coordinate Review of Preliminary Design															
ROW Acquisition															
Main Street Improvements															
Install Safety Improvements															
Green Street MTIP Application due															
Green Street MTIP 1st Cut															
Green Street MTIP Final Cut															
Pedestrian / Bike Plans															
Update Plan (TSP)															
Parking Management Plan															
Monitor Parking in Downtown															

ACKNOWLEDGEMENTS

Tigard City Council

Craig Dirksen, Mayor
Nick Wilson, Councilor
Sydney Sherwood, Councilor
Tom Woodruff, Councilor
Sally Harding, Councilor

City Center Advisory Commission

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Nancy Lof, graphic design
Darren Wyss, graphics assistance



Agenda Item #
Meeting Date

5
6-20-06

COUNCIL AGENDA ITEM SUMMARY
City Of Tigard, Oregon

Issue/Agenda Title MTIP (Metropolitan Transportation Improvement Program) Project Proposals

Prepared By: Duane Roberts Dept Head Okay TC / jll City Mgr Okay CP

ISSUE BEFORE THE COUNCIL AND KEY FACTS

A presentation on the Metropolitan Transportation Improvement Program (MTIP) and eligible Downtown project proposals.

STAFF RECOMMENDATION

This is an informational item. No action is required. A resolution authorizing the submittal of grant applications is scheduled for action on 6-27-06.

KEY FACTS AND INFORMATION SUMMARY

The Metropolitan Transportation Improvement Program (MTIP) identifies how federal transportation money is to be spent in the Portland metropolitan region. The Surface Transportation and Congestion Mitigation/Air Quality Programs are federal programs that annually provide Metro about \$30 million dollars in flexible funds to finance a wide variety of transportation-related projects and programs. Metro distributes this money to local jurisdictions, public agencies, and special districts based on applications submitted by project sponsors. Metro currently is accepting applications for the 2008-11 MTIP funding cycle. Applications are due June 30, 2006. Public hearings on the proposals will be conducted October-December 2006.

Competitive categories for MTIP funds include: Transit-Oriented Development, Green Street Demonstration, Road and Bridge Construction, Pedestrian Improvements and eight others. As in previous cycles, Metro established current-cycle funding ceilings for each County, Portland, and the Port of Portland. In the case of the counties, the funding ceilings are based on population and 200% of the funds anticipated to be available during the funding period. Washington County has established MTIP dollar limits for each member jurisdiction and for the Tualatin Hills Parks and Recreation District. Tigard's target allocation is \$2.7 million. Under first-time Metro-established guidelines, Tigard is allowed to submit no more than two project proposals. The same County-imposed \$2.7 ceiling on requested grant dollars would apply whether the City submits one or two requests.

Staff recommends the City submit two Downtown-related projects for MTIP funding. The two take into account the Council goal of "Implementing the Downtown Plan" and the overall competitiveness of the projects based on the grant program selection criteria and the advice of program management staff provided in a City/Metro pre-application meeting.

Redesign of the Transit Center Site. One of the proposed projects is a master plan for a joint redevelopment project with TriMet for the existing Bus Transit Center site. The overall goal would be to upgrade and modernize the existing facility to improve its efficiency and compatibility with a revitalized Town Center area. It would be redesigned to be

more functional for TriMet Bus use, include plaza and other pedestrian improvements, and if space is available, a development project. Staff has met with TriMet management staff, who expressed support for the project.

Design/Construction of Main Street Improvements. This project would provide engineering drawings and construction funds to retrofit a portion of Main Street in Downtown to full "Green Street" standards. This project meets the preferred funding categories as identified by Metro. The project would incorporate recently developed Streetscape design standards for Main Street with Green Street Standards to meet funding objectives.

When completed, copies of the two applications will be forwarded to the Finance Department for financial review. Staff are scheduled to return to Council on June 27th with a resolution authorizing the City Manager to submit the grant applications.

OTHER ALTERNATIVES CONSIDERED

- Not to submit one or both project proposals.
- Identify and submit other projects.

COUNCIL GOALS AND TIGARD BEYOND TOMORROW VISION STATEMENT

The two projects are consistent with 2006 Council goal of Implementing the Downtown Plan and with the Community Character and Quality of Life Visioning goals of upgrading the Central Business District (Nos. 1 and 2).

ATTACHMENT LIST

N/A

FISCAL NOTES

The anticipated grant amounts requested for the Station and Green Streets projects are \$300,000 and \$2.4 million, respectively. The required local match amounts would be \$30,000 and \$240,000 each. The Metro application process calls for grants to be awarded for fiscal years 2010 and 2011. No local matching dollars have been allocated as yet.